

SERVICES MERGED INTO COAST GUARD

Revenue Cutter and Life-Saving Branches Will Be One Hereafter.

REORGANIZATION WORK LIES WITH BERTHOLF

Details Remain to Be Worked Out. Employees Pay Tribute to S. I. Kimball.



SUMNER I. KIMBALL,
Superintendent of Life-Saving Service.

With enactment of the law establishing the coast guard passed by Senate and House of Representatives and needing only concurrence on amendments and the signature of the President, there will no longer be a revenue cutter service nor a life-saving service. These become at once merged into the coast guard.

Reorganization of the merged services to constitute an effective, co-operative coast guard is vested by the legislation in the present commandant of the revenue cutter service, Capt. Ellsworth Price Bertholf, Supt. S. I. Kimball of the life-saving service, retired by the act, considers that the future of the men who have served under him will be left to the best of hands.

Affection Is Shown.

Evidence of the affectionate regard of the officials of the life-saving service for their chief was shown in a testimonial left upon the desk of Supt. Kimball this morning. This consisted of a great bunch of roses, accompanied by a card inscribed:

"From the Boys on the Flying Line."

There was much hand-shaking and congratulation expressed for the great desire of rank and file of the life-saving service to see the life-saving service merged with the coast guard.

Not even a tentative plan, it seems, has yet been worked out for the organization of the coast guard. Capt. Bertholf, who becomes commandant, has deferred working out details until the passage of the legislation should make certain the authority vested in him.

He will proceed at once to construct the framework of the organization. The coast guard is at once called into existence with the enactment of the law, and the reorganization of the two services must be quickly accomplished.

May Head One Division.

Oliver M. Maxam, present assistant superintendent of the life saving service, it is confidently anticipated, will become head of one of the two divisions created by the coast guard legislation.

As these divisions are expected to cover the separate activities, respectively, on sea and land, of the united services, Mr. Maxam would be given direction of the shore division.

G. H. Slaybaugh, civilian assistant commandant of the revenue cutter service, will probably take charge of the marine division. He has been long



CAPE E. P. BERTHOLF,
Commander of revenue cutter service.

familiar with the operations of the revenue cutter service, in which direction his activities will be most valuable.

To what degree the enlisted men of the revenue cutter service and of the life-saving service will be identified under the coast guard remains to be decided, but as there are distinctive duties as sailors and surfmen these classes will probably be created, practically following the plan of the existing services.

Stations in Both Services.

There are now districts and stations of both the revenue cutter service and the life-saving service. There will undoubtedly be a new demarcation of the limits of these districts to bring them into identity, and the coastguard will warrant the creation of new districts without any increase in personnel. Under what circumstances these districts are to be administered, an regard shore and marine work, is yet to be determined.

The headquarters of the two services, both in the Treasury building, will also be amalgamated and the records assem-

bled. There are not likely to be any immediate changes in the office force, either to contract or expand it. The necessary of the office personnel will be determined by working conditions as they develop.

Purpose of Coast Guard Legislation Explained to Members of House

The coast guard bill, combining the revenue cutter service with the life-saving service, went to the Senate today, after having passed the House yesterday following a bitter attack upon it by Representative Mann of Illinois.

The bill provides a method of pensioning the employees of the combined coast guard, and provides a 75% pension for Supt. Kimball, the veteran chief of the life-saving service, who has been instrumental in building that service from nothing to what it is today. The bill has the endorsement of the administration and of a pension system. Under the coast guard bill better rewards are promised the men.

Measure Is Explained.

The bill was explained succinctly in the House by Representative Thacher of Massachusetts, who said:

"All along the coast of our country the story is the same. It is the same story, 'Give us men.' The service is deteriorating. The young men of the service refuse to enlist, and seek better paid employments, such as fishing, operating motor boats and other pursuits, and the older men, broken down sometimes in body, mind and purse, are leaving the service. These facts are indisputable. Let us examine the conditions which the life-saving service faces today and the provisions of relief to be furnished by the coast guard bill."

"Owing to insufficient pay and lack of a retired list, practically one-third of the life-saving stations are now either undermanned or manned with inefficient men."

"An average of eleven men a year die in the service from disease or exposure incident to the hazardous duties."

"In addition an average of twenty-nine men are discharged annually before the expiration of their enlistments on account of physical infirmities, developed as incident to exposure and their hazardous duties."

"The revenue cutter service and the life-saving service, both devoted in the main to the saving of life and property from the ravages of the sea, are now operated as distinct organizations, although formerly administered by one executive head."

What Bill Contemplates.

He pointed out that the coastguard bill contemplates:

"Great increase in the efficiency of the life-saving service by:

"Combining both services under one executive head.

"Providing a retired list for the men on account of age or after thirty years' service.

"Giving the men of the life-saving service longevity pay for re-enlistment."

"Giving the men of the life-saving service clothing allowance and medical attention from the public health service."

"In lieu of a pension list for the dependents of those who lose their lives in the service a sum of money equivalent to two years' pay is given. This is much more economical for the government than a pension."

"It creates a naval reserve of about 4,100 trained and highly efficient officers and men, ready at a moment's notice to operate under the Navy Department whenever the President directs."

"The coastguard constitutes a naval reserve without any additional cost to the government as such, as the saving of life and property at all times is worth much more to the people than its cost of maintenance."

"It places on the retired list at three-quarters pay Sumner I. Kimball, now eighty years of age, the man who founded the life-saving service and who has devoted the best years of his life to its upbuilding—a fitting tribute to one of the effects of whose humanitarian efforts will last for ages."

Hatchet Collects \$232 for Belgium.

Total contributions for Belgian relief received by the Hatchet, weekly student publication of George Washington University, amount to \$232.15, according to the final statement of Herbert P. Ramsey, treasurer of the fund. The fund has been closed and the money turned over to E. Havenith, Belgian minister to the United States.

If you want work, read the want columns of The Star.

The democrats in caucus last night

failed to complete their work on the ship bill and will meet again tonight to continue consideration of proposed amendments. The caucus last night referred back to the commerce committee an amendment proposed by Senator Hoke Smith of Georgia to provide that the proposed government ship corporation should "in no instances operate any vessel, except where the same cannot be chartered or leased for operation through another corporation, firm or individual, unless such operation is necessary to move the commerce of citizens of the United States."

Senator Smith and others made a strong plea for this amendment on the ground that to those who are unilaterally opposed to government ownership.

The democrats of the commerce committee recommended that two civilian members be added to the proposed shipping board, which as now provided in the bill would consist of three members of the cabinet only. No decision was reached, action being deferred until tonight.

The recommendation of the committee that the proposed government ship corporation be incorporated under the laws of the District of Columbia seemed to meet with favor in the caucus, but was not voted on.

Senators continued their fight today on the administration ship purchase bill. Senator Weeks, denying that he sought to filibuster, resumed his attack. Democratic leaders, meanwhile, sought to reach an agreement on proposed amendments so their caucus might complete revision of the bill tonight.

"We want to get the facts before the country and we are taking the only way left to us to accomplish it," said Senator Weeks.

"I believe there are possibilities of grave international complications involved in the passage of this bill, if it passed it would be ineffective, utterly failing to carry out the wishes of its sponsors; that it is economically unsound, ill-advised and dangerous; that the sentiment in favor of it among those who have given it consideration in or out of Congress is almost negligible, and that if passed by this or any Congress it would be done because of those opposition senators as the present incumbent of the White House."

Attacks Wilson Address.

Turning to President Wilson's Indianapolis speech, Mr. Weeks declared the people of the country, judging from press reports, could not understand how the President "could have so far lapsed from his previous poise and good taste as to go to the other extreme by indulging in not only questionable taste, but the unfounded statements with which his whole address was filled."

"Could there be a more violent wrench to popular government," he asked, "than to have the head of the nation speaking to the whole country, asserting that those who disagree with him are mischievous, self-assertive and misrepresentative? No President in our recent history has had such support on strictly administrative matters from opposition senators as the present incumbent of the White House."

Assaults Proposals.

Senator Weeks assailed the proposal to place cabinet officers on the proposed shipping board. Examination of the qualifications of secretaries of the Treasury or Navy during the last decade, he said, showed them little prepared by experience for such work.

To emphasize his argument that there was no need for the bill, Senator Weeks said fifty-four millions more bushels of wheat had been exported from the last harvest than were exported last year.

"We are depriving the world by shipping more than ever before," said he.

Burton Yields the Floor.

After speaking three days in opposition to the ship purchase bill, Senator Burton of Ohio, late yesterday afternoon, yielded the floor, and Senator Weeks of Massachusetts took up the burden of the present session, content against that measure. He spoke for three-quarters of an hour, and then yielded to Senator Stone of Missouri, for a night to go into executive session, with the understanding that when the Senate met again today Senator Weeks would have the floor.

Senator Burton talked for more than six hours continuously yesterday, stopping only to eat two raw eggs, when he was interrupted by questions by Senator Sutherland. It is expected that within a few days the Ohio senator will agree to a bill to give the House a new mission, as he has forfeited a bond in police court to insure his appearance at a preliminary hearing on the charge of embezzlement.

Caucus Again Tonight.

The democrats in caucus last night

failed to complete their work on the ship bill and will meet again tonight to continue consideration of proposed amendments. The caucus last night referred back to the commerce committee an amendment proposed by Senator Hoke Smith of Georgia to provide that the proposed government ship corporation should "in no instances operate any vessel, except where the same cannot be chartered or leased for operation through another corporation, firm or individual, unless such operation is necessary to move the commerce of citizens of the United States."

Senator Smith and others made a strong plea for this amendment on the ground that to those who are unilaterally opposed to government ownership.

The democrats of the commerce committee recommended that two civilian members be added to the proposed shipping board, which as now provided in the bill would consist of three members of the cabinet only. No decision was reached, action being deferred until tonight.

The recommendation of the committee that the proposed government ship corporation be incorporated under the laws of the District of Columbia seemed to meet with favor in the caucus, but was not voted on.

Senators continued their fight today on the administration ship purchase bill. Senator Weeks, denying that he sought to filibuster, resumed his attack. Democratic leaders, meanwhile, sought to reach an agreement on proposed amendments so their caucus might complete revision of the bill tonight.

"We want to get the facts before the country and we are taking the only way left to us to accomplish it," said Senator Weeks.

"I believe there are possibilities of grave international complications involved in the passage of this bill, if it passed it would be ineffective, utterly failing to carry out the wishes of its sponsors; that it is economically unsound, ill-advised and dangerous; that the sentiment in favor of it among those who have given it consideration in or out of Congress is almost negligible, and that if passed by this or any Congress it would be done because of those opposition senators as the present incumbent of the White House."

Attacks Wilson Address.

Turning to President Wilson's Indianapolis speech, Mr. Weeks declared the people of the country, judging from press reports, could not understand how the President "could have so far lapsed from his previous poise and good taste as to go to the other extreme by indulging in not only questionable taste, but the unfounded statements with which his whole address was filled."

"Could there be a more violent wrench to popular government," he asked, "than to have the head of the nation speaking to the whole country, asserting that those who disagree with him are mischievous, self-assertive and misrepresentative? No President in our recent history has had such support on strictly administrative matters from opposition senators as the present incumbent of the White House."

Assaults Proposals.

Senator Weeks assailed the proposal to place cabinet officers on the proposed shipping board. Examination of the qualifications of secretaries of the Treasury or Navy during the last decade, he said, showed them little prepared by experience for such work.

To emphasize his argument that there was no need for the bill, Senator Weeks said fifty-four millions more bushels of wheat had been exported from the last harvest than were exported last year.

"We are depriving the world by shipping more than ever before," said he.

Burton Yields the Floor.

After speaking three days in opposition to the ship purchase bill, Senator Burton of Ohio, late yesterday afternoon, yielded the floor, and Senator Weeks of Massachusetts took up the burden of the present session, content against that measure. He spoke for three-quarters of an hour, and then yielded to Senator Stone of Missouri, for a night to go into executive session, with the understanding that when the Senate met again today Senator Weeks would have the floor.

Senator Burton talked for more than six hours continuously yesterday, stopping only to eat two raw eggs, when he was interrupted by questions by Senator Sutherland. It is expected that within a few days the Ohio senator will agree to a bill to give the House a new mission, as he has forfeited a bond in police court to insure his appearance at a preliminary hearing on the charge of embezzlement.

SENATORS KEEP UP FIGHT ON SHIP BILL

Weeks Sees Possibilities of Grave International Complications.

CENSURES PRESIDENT FOR RECENT ADDRESS

Democratic Leaders Seek to Reach Agreement on Proposed Amendments.

POULTRY SHOW EGGS GO TO DIET KITCHEN BABIES

Officials Get Consent of Exhibitors for Donation—Attendance Is Gratifying.

Babies at the Washington Diet Kitchen are the fortunate consumers of all the eggs laid by the aristocrats of the poultry world that are now displaying their charms at the show of the National Capital Poultry and Pigeon Association at the Arcade.

Officials of the association, after conferring yesterday with exhibitors and obtaining their consent, arranged to send all eggs laid by the fowls on exhibition to the diet kitchen, for the use of the babies. As eggs of many of these high-class hens are worth from 25 cents to a dollar each for breeding purposes, the diet kitchen infants are to have the privilege of eating eggs as expensive as any served at the White House or in the homes of Washington's wealthiest and most particular residents.

Attendance at the show, it is stated, has been gratifying to those in charge, the hall having been crowded each afternoon and evening.

Feckal fowls such as the German naked necks, the pen of black fowls as known by indulging in not only questionable taste, but the unfounded statements with which his whole address was filled."

"Could there be a more violent wrench to popular government," he asked, "than to have the head of the nation speaking to the whole country, asserting that those who disagree with him are mischievous, self-assertive and misrepresentative? No President in our recent history has had such support on strictly administrative matters from opposition senators as the present incumbent of the White House."

Assaults Proposals.

Senator Weeks assailed the proposal to place cabinet officers on the proposed shipping board. Examination of the qualifications of secretaries of the Treasury or Navy during the last decade, he said, showed them little prepared by experience for such work.

To emphasize his argument that there was no need for the bill, Senator Weeks said fifty-four millions more bushels of wheat had been exported from the last harvest than were exported last year.

"We are depriving the world by shipping more than ever before," said he.

Burton Yields the Floor.

After speaking three days in opposition to the ship purchase bill, Senator Burton of Ohio, late yesterday afternoon, yielded the floor, and Senator Weeks of Massachusetts took up the burden of the present session, content against that measure. He spoke for three-quarters of an hour, and then yielded to Senator Stone of Missouri, for a night to go into executive session, with the understanding that when the Senate met again today Senator Weeks would have the floor.

Senator Burton talked for more than six hours continuously yesterday, stopping only to eat two raw eggs, when he was interrupted by questions by Senator Sutherland. It is expected that within a few days the Ohio senator will agree to a bill to give the House a new mission, as he has forfeited a bond in police court to insure his appearance at a preliminary hearing on the charge of embezzlement.

Caucus Again Tonight.

The democrats in caucus last night

failed to complete their work on the ship bill and will meet again tonight to continue consideration of proposed amendments. The caucus last night referred back to the commerce committee an amendment proposed by Senator Hoke Smith of Georgia to provide that the proposed government ship corporation should "in no instances operate any vessel, except where the same cannot be chartered or leased for operation through another corporation, firm or individual, unless such operation is necessary to move the commerce of citizens of the United States."

Senator Smith and others made a strong plea for this amendment on the ground that to those who are unilaterally opposed to government ownership.

The democrats of the commerce committee recommended that two civilian members be added to the proposed shipping board, which as now provided in the bill would consist of three members of the cabinet only. No decision was reached, action being deferred until tonight.

The recommendation of the committee that the proposed government ship corporation be incorporated under the laws of the District of Columbia seemed to meet with favor in the caucus, but was not voted on.

Senators continued their fight today on the administration ship purchase bill. Senator Weeks, denying that he sought to filibuster, resumed his attack. Democratic leaders, meanwhile, sought to reach an agreement on proposed amendments so their caucus might complete revision of the bill tonight.

"We want to get the facts before the country and we are taking the only way left to us to accomplish it," said Senator Weeks.

"I believe there are possibilities of grave international complications involved in the passage of this bill, if it passed it would be ineffective, utterly failing to carry out the wishes of its sponsors; that it is economically unsound, ill-advised and dangerous; that the sentiment in favor of it among those who have given it consideration in or out of Congress is almost negligible, and that if passed by this or any Congress it would be done because of those opposition senators as the present incumbent of the White House."

Attacks Wilson Address.

Turning to President Wilson's Indianapolis speech, Mr. Weeks declared the people of the country, judging from press reports, could not understand how the President "could have so far lapsed from his previous poise and good taste as to go to the other extreme by indulging in not only questionable taste, but the unfounded statements with which his whole address was filled."

"Could there be a more violent wrench to popular government," he asked, "than to have the head of the nation speaking to the whole country, asserting that those who disagree with him are mischievous, self-assertive and misrepresentative? No President in our recent history has had such support on strictly administrative matters from opposition senators as the present incumbent of the White House."

Assaults Proposals.

Senator Weeks assailed the proposal to place cabinet officers on the proposed shipping board. Examination of the qualifications of secretaries of the Treasury or Navy during the last decade, he said, showed them little prepared by experience for such work.

To emphasize his argument that there was no need for the bill, Senator Weeks said fifty-four millions more bushels of wheat had been exported from the last harvest than were exported last year.

"We are depriving the world by shipping more than ever before," said he.

Burton Yields the Floor.

After speaking three days in opposition to the ship purchase bill, Senator Burton of Ohio, late yesterday afternoon, yielded the floor, and Senator Weeks of Massachusetts took up the burden of the present session, content against that measure. He spoke for three-quarters of an hour, and then yielded to Senator Stone of Missouri, for a night to go into executive session, with the understanding that when the Senate met again today Senator Weeks would have the floor.

Senator Burton talked for more than six hours continuously yesterday, stopping only to eat two raw eggs, when he was interrupted by questions by Senator Sutherland. It is expected that within a few days the Ohio senator will agree to a bill to give the House a new mission, as he has forfeited a bond in police court to insure his appearance at a preliminary hearing on the charge of embezzlement.

Caucus Again Tonight.

The democrats in caucus last night

failed to complete their work on the ship bill and will meet again tonight to continue consideration of proposed amendments. The caucus last night referred back to the commerce committee an amendment proposed by Senator Hoke Smith of Georgia to provide that the proposed government ship corporation should "in no instances operate any vessel, except where the same cannot be chartered or leased for operation through another corporation, firm or individual, unless such operation is necessary to move the commerce of citizens of the United States."

Senator Smith and others made a strong plea for this amendment on the ground that to those who are unilaterally opposed to government ownership.

The democrats of the commerce committee recommended that two civilian members be added to the proposed shipping board, which as now provided in the bill would consist of three members of the cabinet only. No decision was reached, action being deferred until tonight.

The recommendation of the committee that the proposed government ship corporation be incorporated under the laws of the District of Columbia seemed to meet with favor in the caucus, but was not voted on.

Senators continued their fight today on the administration ship purchase bill. Senator Weeks, denying that he sought to filibuster, resumed his attack. Democratic leaders, meanwhile, sought to reach an agreement on proposed amendments so their caucus might complete revision of the bill tonight.

"We want to get the facts before the country and we are taking the only way left to us to accomplish it," said Senator Weeks.

"I believe there are possibilities of grave international complications involved in the passage of this bill, if it passed it would be ineffective, utterly failing to carry out the wishes of its sponsors; that it is economically unsound, ill-advised and dangerous; that the sentiment in favor of it among those who have given it consideration in or out of Congress is almost negligible, and that if passed by this or any Congress it would be done because of those opposition senators as the present incumbent of the White House."

Attacks Wilson Address.

Turning to President Wilson's Indianapolis speech, Mr. Weeks declared the people of the country, judging from press reports, could not understand how the President "could have so far lapsed from his previous poise and good taste as to go to the other extreme by indulging in not only questionable taste, but the unfounded statements with which his whole address was filled."

"Could there be a more violent wrench to popular government," he asked, "than to have the head of the nation speaking to the whole country, asserting that those who disagree with him are mischievous, self-assertive and misrepresentative? No President in our recent history has had such support on strictly administrative matters from opposition senators as the present incumbent of the White House."

Assaults Proposals.

Senator Weeks assailed the proposal to place cabinet officers on the proposed shipping board. Examination of the qualifications of secretaries of the Treasury or Navy during the last decade, he said, showed them little prepared by experience for such work.

To emphasize his argument that there was no need for the bill, Senator Weeks said fifty-four millions more bushels of wheat had been exported from the last harvest than were exported last year.

"We are depriving the world by shipping more than ever before," said he.

Burton Yields the Floor.

After speaking three days in opposition to the ship purchase bill, Senator Burton of Ohio, late yesterday afternoon, yielded the floor, and Senator Weeks of Massachusetts took up the burden of the present session, content against that measure. He spoke for three-quarters of an hour, and then yielded to Senator Stone of Missouri, for a night to go into executive session, with the understanding that when the Senate met again today Senator Weeks would have the floor.

Senator Burton talked for more than six hours continuously yesterday, stopping only to eat two raw eggs, when he was interrupted by questions by Senator Sutherland. It is expected that within a few days the Ohio senator will agree to a bill to give the House a new mission, as he has forfeited a bond in police court to insure his appearance at a preliminary hearing on the charge of embezzlement.

Caucus Again Tonight.

The democrats in caucus last night

failed to complete their work on the ship bill and will meet again tonight to continue consideration of proposed amendments. The caucus last night referred back to the commerce committee an amendment proposed by Senator Hoke Smith of Georgia to provide that the proposed government ship corporation should "in no instances operate any vessel, except where the same cannot be chartered or leased for operation through another corporation, firm or individual, unless such operation is necessary to move the commerce of citizens of the United States."

Senator Smith and others made a strong plea for this amendment on the ground that to those who are unilaterally opposed to government ownership.

The democrats of the commerce committee recommended that two civilian members be added to the proposed shipping board, which as now provided in the bill would consist of three members of the cabinet only. No decision was reached, action being deferred until tonight.

The recommendation of the committee that the proposed government ship corporation be incorporated under the laws of the District of Columbia seemed to meet with favor in the caucus, but was not voted on.

Senators continued their fight today on the administration ship purchase bill. Senator Weeks, denying that he sought to filibuster, resumed his attack. Democratic leaders, meanwhile, sought to reach an agreement on proposed amendments so their caucus might complete revision of the bill tonight.

"We want to get the facts before the country and we are taking the only way left to us to accomplish it," said Senator Weeks.

"I believe there are possibilities of grave international complications involved in the passage of this bill, if it passed it would be ineffective, utterly failing to carry out the wishes of its sponsors; that it is economically unsound, ill-advised and dangerous; that the sentiment in favor of it among those who have given it consideration in or out of Congress is almost negligible, and that if passed by this or any Congress it would be done because of those opposition senators as the present incumbent of the White House."

Attacks Wilson Address.

Turning to President Wilson's Indianapolis speech, Mr. Weeks declared the people of the country, judging from press reports, could not understand how the President "could have so far lapsed from his previous poise and good taste as to go to the other extreme by indulging in not only questionable taste, but the unfounded statements with which his whole address was filled."

"Could there be a more violent wrench to popular government," he asked, "than to have the head of the nation speaking to the whole country, asserting that those who disagree with him are mischievous, self-assertive and misrepresentative? No President in our recent history has had such support on strictly administrative matters from opposition senators as the present incumbent of the White House."

Assaults Proposals.

Senator Weeks assailed the proposal to place cabinet officers on the proposed shipping board. Examination of the qualifications of secretaries of the Treasury or Navy during the last decade, he said, showed them little prepared by experience for such work.

To emphasize his argument that there was no need for the bill, Senator Weeks said fifty-four millions more bushels of wheat had been exported from the last harvest than were exported last year.

MILLIONS ARE SET ASIDE TO AID QUAKE VICTIMS

Extensive Relief Work Being Planned by Authorities in Italy.

ROME, January 21.—The sum of 30,000,000 lire (\$6,000,000) having been placed at the disposal of the Italian authorities for the alleviation of conditions in the earthquake area, extensive relief work is being planned. It is expected that within a fortnight the most serious conditions will have been greatly improved.

Shacks for the housing of the homeless will be erected as rapidly as possible; buildings not destroyed will be repaired; roads will be cleared and reopened to traffic, and agricultural and business life in the stricken communities will be restored to normal.

Other relief steps doubtless will be undertaken by the authorities, such as the remission of certain taxes and kindred measures.

Earthquake Measures.

PARIS, January 21.—The Italian cabinet is about to submit several decrees having for their purpose the alleviation of conditions in the earthquake district for the signature of the king, says the Rome correspondent of the Havas Agency. The decrees are as follows:

First, authorizing the expenditure of 30,000,000 lire (\$6,000,000) to aid the victims of the earthquake; second, suspending the collection of taxes in the affected area; third, establishing a moratorium for five months for bills of exchange and commercial paper in the province of Aquila and the district of Sora; fourth, guaranteeing the payment of salaries of school teachers.

RAILROAD INVENTORY TAKEN.